

JPRS 74976

22 January 1980

USSR Report

MILITARY AFFAIRS

No. 1490



FOREIGN BROADCAST INFORMATION SERVICE

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AVIATION UNITS: TRAINING AND RELATED ACTIVITIES

Commander Flight Training

Moscow KRASNAYA ZVEZDA in Russian 2 Aug 79 p 1

[Article: "Commanders' Flights"]

[Text] During the days of the summer training period, flights for combat employment in the Air Force, the aviation of the Ground Forces, the National Air Defense Forces, and the Navy are distinguished by high intensity. The aviators are sharpening their flying and tactical skill and learning the ability to utilize the capabilities of the equipment and weapons entrusted to them with effectiveness in contemporary battles on the ranges, in the zones of aerial battles, and on distant routes.

Many factors influence the effective and quality accomplishment of combat-training missions and ensuring flight safety. And this is primarily the level of flying and methodological skill of aviation command personnel. On the ground and in the air, the commander trains the aerial fighters, transfers his experience to them, and instills a sense of self-discipline, industriousness, and an inflexible will for victory. In a group flight, he is the leader, in battle--its organizer and director. The quality of the aviators' aerial ability depends to a great extent on the methodological and flying qualifications of the commander and on his ability to employ equipment and weapons effectively. Therefore, in the level of his flight training he must always be higher than his subordinates and possess the experience of controlling the subunit or unit with consideration of the requirements imposed by the combat situation.

The aviation flights, detachments, and squadrons are presently headed by young officers, as a rule. They need purposeful command training. Commanders' flights are a generally recognized school for improving the methodological and instructional skill of command flight personnel. The clear planning and skillful organization of these flights permit the attainment of unity in the procedure for teaching the aviators the most difficult elements of piloting and combat employment. Participating in them, commanders receive the opportunity to exchange experiences in the accomplishment of the most

difficult exercises and master and introduce into practice new tactical procedures for aerial combat, strikes against ground and sea targets, and methods for assault landings of troops and the shipment of cargoes. Here, the staff is granted the broad opportunity to work out questions of coordination of men and equipment for the control and support of flights.

In the course of preliminary and preflight training, on flights, and on the postflight critique the commanders learn to assign a mission to subordinates in accordance with the requirements of the documents which regulate flying service, analyze their errors, organize socialist competition by missions and norms, and make skillful use of recording monitoring equipment to analyze the quality of the exercises being accomplished and the work of the aircraft technicians. Finally, commanders' flights permit their participants to raise their personal level of flying and instructional ability. The skills and knowledge thus obtained then help them to attain high results in the combat and political training of the personnel of the units and subunits.

The air regiment commanded by 1st-class military pilot Lieutenant Colonel V. Boldyrev is accomplishing the plan for combat training and operating without accidents and coarse preconditions for flying incidents. Here, the majority of the pilots are masters of combat employment. The aviation equipment and training base are maintained in exemplary condition and the norms for the actions of the subunits on the signal "assembly" have been reduced significantly. The young pilots have taken an appreciable step in their training. Clearly organized flights of the unit's command personnel played a large role in the accomplishment of these and other tasks for raising the regiment's combat readiness.

It is important to see that an innovational, investigative, scientific approach and the most efficient procedure for organizing and accomplishing missions in the air are inherent to commanders' flights. Stereotype and simplification as occurred in the Nth air unit are impermissible here. In the Nth unit, commanders' flights were organized so that they differed little from regular flights in which all aviators participate regardless of the level of their flying and instructional training. They prepared for flights without the proper responsibility and conducted them hastily. As a result, Senior Lieutenant M. Yaroslavtsev, who did not have the right to participate in commanders' flights, committed a coarse precondition for a flying incident.

We cannot put up with a situation where individual officer-leaders who give priority to concern for the number of hours of flying time and the accomplishment of immediate missions violate the established rules for permission to participate in commanders' flights. At times, they do not devote proper attention to the training of instructor personnel ahead of time. This has an unfavorable effect on the realization of training plans and programs and the accomplishment of exercises in the air with the established weather minimum day and night. In this case, the young aviators must learn from several instructors, as a result of which unity in flight training

procedures is not ensured. And this occurs to a great extent because commanders' flights are not always exemplary and instructive for the participants, especially for young flight, detachment, and squadron commanders and, therefore, they do not attain their goal.

In organizing such flights, the flying-methodological training of commanders who are mastering the difficult art of instructional work for the first time must be at the center of attention of senior commanders. The careful planning of their theoretical training is required for this purpose. It is best to conduct it using the method of assemblies to which candidates for assignment to their first command duties should also be attracted. And during the conduct of flights, it is necessary to implement the effective monitoring of improvement in instructional skills and thoughtfully to teach the young commander methodological skill, the ability to make a deep analysis of the most typical errors in piloting technique, and how to eliminate them competently.

In the struggle for high quality in flying-methodological work and the exemplary organization and conduct of commanders' flights, the role of political organs and party organizations of units and subunits is great. They are called upon constantly to be concerned that such flights are not only a school for increasing professional skill, but also that they actively contribute to the molding of lofty moral-political and psychological qualities in the aviators. Well-organized party-political work and the effective use of socialist competition's mobilizing force are the most important conditions for raising the flying-methodological and instructional skill of aviation commanders.

The high level of ability of the command personnel is the decisive factor in the outstanding combat training of units and subunits. It is the duty of senior air commanders to attain the further growth in the professional maturity of those to whom have been entrusted the training and indoctrination of skillful and brave defenders of the motherland's skies.

Fighter-Interceptor Training

Moscow KRASNAYA ZVEZDA in Russian 7 Aug 79 p 1

[Article by Capt V. Dmitriyev, 1st Class Military Pilot, Group of Soviet Forces in Germany: "Battle on the Verticals"]

[Text] The cotton-like flakes of a distant cloud were swiftly cut by two dots. They are "enemy" airplanes. "Action!" I order the wingman, Senior Lieutenant Aleksandr Bolychev. On this command, one should change the wing sweep and turn on the booster. The wingman accomplished all actions in time. The distance to those being attacked began to decrease rapidly. We were the first to detect the target, and this means that we thereby had already obtained a tactical advantage. However, it still must be realized. For it cannot be excluded that the "enemy" is also trying to seize the initiative. And that is what happened.

Noticing us, those being attacked energetically executed a turn in our direction. We had to adopt immediate measures in order to preserve our speed advantage and prevent the "enemy" from getting out from under the strike.

In aerial battle, literally seconds are allotted to the analysis of the situation and the generation of a decision. The thorough, comprehensive preparation for the flight on the ground helps in this. We expended considerable efforts with Senior Lieutenant A. Bolychev and the flight commander, Captain M. Shemetko, in developing models of battle--a primary and alternate. On the advice of the flight commander, we paid special attention to the initial stage. For it is important to seize the initiative immediately and impose our will on the "enemy." We worked out several versions of the battle. Here, we also tried to consider the frontline experience of our brother-officers and the advice of the masters of aerial engagements.

For example, in telling about the accomplishment of difficult flying missions, military sniper-pilot officer I. Kuz'menko stressed many times: "Our airplane is maneuverable, with a powerful engine. It permits us to fight in a vertical plane, on a high power level." The ace's advice stood us in good stead.

We direct the airplanes at the zenith in order to attack the "enemy" from above. We now have a reserve of speed and altitude. We dive. The camouflaged fuselages of the attacked airplanes are distinguished against the variegated background of the Earth's surface, although with difficulty. It remained to execute a small turn in order to "corral" the leader's silhouette in the sight. But we did not succeed in executing this maneuver: the target took off upward swiftly, in an oblique loop.

It was necessary to be convinced once more that the "enemy" would not yield the victory so easily. He is distinguished by a high level of flying ability, orients himself in a difficult situation quickly and clearly, and masters the arsenal of tactical procedures well. But then, in the dynamics of the battle the attacked pair dropped, so it seemed, to the very ground. They understand that this will create additional difficulties for us in controlling the airplane. Actually, irreproachable clarity in piloting is required to come out of a dive at a safe altitude. And all attention--to the ground! This was also utilized by the "enemy": in a turn, turning on the booster, he increased speed which permitted him to employ a vertical maneuver again.

Now, in order to execute an attack we must operate at an even swifter rate. The distance to the attacked airplanes decreases. In the sight, the airplane of the "enemy" pair's leader is again seen to approach the crosshair. A little more, and a rocket can be fired. But here I suddenly note: the speed of my airplane is dropping rapidly. I was carried away and overpulled the control stick! Will the attack really be foiled this time, too?

I look back at the wingman. I have been flying in a pair with Senior Lieutenant Bolychev only for several months. But he is a first-class pilot, and

this helped us to attain a high level of ability in flying together and teamwork in actions quickly. He is distinguished by discipline in flight and the ability to make a rapid estimate of the situation and display initiative and activity. Of course, this is also considered by the flight commander and often gives him preference in determining the victor in competition with Captain Aleksey Petrichenko.

Now, Aleksandr is strictly holding his place in the combat formation and, at the same time, is attentively following the actions of the "enemy's" wingman. In case the attacked pair spreads, he is ready to fight independently. And then, when I found myself in a difficult situation I gave the command to my wingman with full confidence:

"Attack, I will cover you."

Increasing speed, the wingman moved forward. He turned to the right energetically. His voice soon sounded on the air: "I fired!" This was against the airplane of the "enemy" pair's wingman.

At this moment, the leader of the opposing side threw his airplane into a dive. But now I had superiority in speed and the tactical advantage. And I also succeeded in executing an irresistible attack. We accomplished the mission successfully. This was confirmed by the materials from recording monitoring. The victory was twice as dear to us because it was difficult to attain.

Air Regiment Training Results

Moscow KRASNAYA ZVEZDA in Russian 9 Aug 79 p 2

[Article by Capt V. Abramov, air regimental chief of aerial gunnery and tactical training, 1st-class pilot: "Teach Tactics Specifically"]

[Text] This is how it used to be. When flying a route the crew employed antifighter and antimissile maneuvers and launched accurate strikes against targets on the range. And although the mission was accomplished, the aerial fighters often felt no complete satisfaction. And what was the reason? Well, the fact that the crew had no data on the actions of the opposing side. And because it could judge the effectiveness of the maneuvers executed in flight to overcome the "enemy" air defense [AD] system only approximately. As regards this the navigator, Senior Lieutenant A. Lozhkin, even expressed the opinion once that, he said, the conventionalities of combat training do not permit one to become convinced of the high tactical and technical capabilities of our airplane. A combat situation is another matter. There, we learn at once the degree of training of the crew and whether it is able to break through to the strike objective which is densely covered by AD weapons. By the way, these questions also disturbed other young aviators just as much. They needed a graphic lesson.

And then, by agreement with the commander of an air defense missile subunit the aviators visited a missile-guidance station. They observed the actions of the air defense men for a while. Here, the flight of aerial targets was simulated by bombers piloted by 1st-class military pilots Major A. Zvyagintsev and Captain A. Trusov. They received similar missions: to break through to the strike objective. But the selection of variants for reaching the target was knowingly limited for Captain Trusov and, as they say, his flight was tactically unsophisticated. In return, it was recommended to Major Zvyagintsev that he select the most effective of the arsenal of tactical procedures which we had worked out and make complete use of the aircraft's combat capabilities and great power-to-weight ratio.

The demonstration lesson proved to be instructive. Several young pilots and navigators who lined up alongside the men of the guidance station section observed how the actions of their experienced brother-officers are reflected on the radar scopes. Furthermore, they could also see the combat procedures of the opposing side.

The airplanes moved toward the objective at different altitudes, from different directions, and with optimum time interval. The first target--the bomber piloted by Trusov--appeared in the station's scanning sector at the calculated distance. Therefore, without experiencing a rigid time limit the operators detected it quickly and led it steadily, without gaps. Had this been a combat situation, the bomber crew would hardly have accomplished the assigned mission successfully.

But then a blip from the second target appeared on the radar scope. And right here its direction of movement and flight parameters changed sharply--Major Zvyagintsev undertook an energetic combat maneuver. And right after it--a second. Then, the station's scope became spotted with interference. The operator immediately switched over to manual control of the antenna and displayed maximum skill. But the bomber had already dropped to a low altitude and the pilot made skillful use of folds in the terrain; therefore, the radar intersected the target only for short periods. One more energetic maneuver by the airplane--and the tension of the station section's work reached the limit. Major Zvyagintsev's crew managed to break through to the target and launch an accurate strike against it.

By now, the young aviators were also convinced with their own eyes that mobility of tactical thought, firm will, and combat ability guarantee victory in contemporary battle to a great extent. At the critique of this lesson they were graphically shown once again, using materials from recording monitoring equipment which had been decoded, how to operate with the greatest results in difficult situations of breaking through to the strike objective and in the course of the attack and specific examples were used to explain to them the consequences of stereotype in tactics. Officers of the air defense missile subunit who had been invited also spoke here. This contributed to mutual enrichment by experiences. We began to practice such meetings more often.

Contemporary battle is dynamic, and frequent and sudden changes in the situation are typical of it. We consider this in the course of all lessons, to include during preliminary preparations for flights. With consideration of the special features and nature of the forthcoming flight, the crews work out variations of combat maneuvers which ensure overcoming the resistance of the "enemy's" air defense system and breaking through to the strike objective. Of course, the specific situation in the air may later require a different decision than the one which was assumed and simulated in the course of preparations. But the arsenal of tactical procedures is truly inexhaustible. And as a result of, one can say, research work the aerial fighters develop their operational thinking and acquire the ability to operate actively and decisively in the accomplishment of difficult combat-training missions and in a situation as close as possible to actual combat reality.

Commanders and experienced methodologists skillfully develop a taste for creative searches in the flight personnel. For example, 1st-class military pilot Major N. Kuz'minskiy sees that during tactical quickie exercises which are conducted in the classroom using electrified diagram models, specially prepared maps, and other aids an instructive situation is created which corresponds to the flight dynamics of the situation. He announces special situations in such a way that the pilot or navigator must thoroughly "shake out" his knowledge of the combat and tactical capabilities of the opposing sides and learn to make an intelligent decision without delay under conditions where time is short. Here the lesson director gives the students the opportunity to dispute the validity of the tactical concept of one crew or another and propose a new solution for discussion. Such a method contributes to the maintenance of an atmosphere of competition on the lesson and stimulates the aviators toward creative activity.

Pilots Captains N. Chernobel' and V. Barsukov and navigator Major A. Ufintsev demonstrated profound knowledge many times on quickie exercises and in the course of group exercises. Typically, they also operate in flight in a combat manner, boldly, and actively.

...In the course of exercises the "enemy" began to bring up the tank reserve from the tactical depth of his defense. The aviators were ordered to launch two successive strikes against the target with a minimum time interval. The time for preparations was extremely rigid. One group was led on the mission by the flight commander, Captain Chernobel'. Executing an active combat maneuver, the crews broke through to the target at low altitude, using mountain ravines. Despite the jamming in the control channels and other methods of counteraction, they overcame the AD screen. The group of bombers was already above the assigned area, but where is the target? The "enemy" camouflaged the tanks thoroughly. But nevertheless, the aerial fighters discovered them from indirect signs. Rockets bracketed the target accurately.

The bombers of the other group soon appeared over the objective at a different altitude and from another direction and took a combat course. The smoke and dust above the ground hindered aiming with the optical sight. It was necessary to use the radar sight. The bombing strike also proved to be

successful. The crew of 2d-class military pilot Captain Barsulov especially distinguished itself.

Frontline experience and today's practice convinces us: the more purposefully the military aviators supplement their professional knowledge and the more boldly they search for the most effective tactical procedures, the more rapidly are their fighter qualities strengthened and the higher the combat readiness of the subunits and the unit as a whole.

Flight and Ground Crew Teamwork

Moscow KRASNAYA ZVEZDA in Russian 10 Aug 72 p 1

[Article by Maj G. Ivanov, Group of Soviet Forces in Germany: "Teamwork"]

[Text] The changeable weather in the local krays introduces its corrections in the combat training of the aviators. This is how it is. Having begun flights in accordance with the basic version of the planning table, after a while it is already necessary to switch to its alternate version. And in order to accomplish training-combat missions successfully, the aviators require high professional ability and combat teamwork in actions in all flights.

There is a clear, measured rhythm at the airfield. The position on which the technicians and mechanics under the direction of the deputy squadron commander for the Air Force Engineer Service, Major of Technical Service A. Vostrikov, prepare the airplanes for repeated takeoff is easily visible from the engineer's control post.

The roar of the turbines thunders in the sky. The combat machines take off and make their landing approach exactly at the time indicated in the planning table. Here the technician, Senior Lieutenant of Technical Service Ye. Suponev, is preparing an airplane for takeoff. He has the highest rated qualification--master. And this is felt from his confident, dexterous actions. The technician showed the driver of the airfield starter unit where to stop and he helped the pilot to sit in the cockpit and fasten the straps. Then he stood near the airplane at the point designated exactly for him. The flight technician and mechanic were at the places allotted to them. Attentively inspecting the airplane after the starting of the engine, they are convinced that all is in order. The pilot is given the taxiing signal.

"Do you note the teamwork in the work of the aviators?" says the senior flight engineer turning to me. "This helps to prepare the equipment in an exemplary manner and conduct a thorough takeoff inspection."

The following case occurred earlier. In preparing an airplane for repeated takeoff one of the mechanics did not close the lid of the fuel tank tightly in haste. This was noticed only on taxiing up to the start line. Why not at the position? It was learned that after the starting of the engine the technician and the mechanic stood side by side on the other side of the airplane. In short, because of a lack of coordination in their actions. This

case served as a lesson. It was the subject of a conversation based on principle at a party meeting. The communists expressed recommendations on specific measures to improve teamwork in the work of the aviation specialists which correspond to the scientific organization of labor. For example, officer A. Vostrikov worked out the most efficient procedure for placing the specialists at the airplane which permitted them to monitor the quality of preparations and the takeoff inspection of the machine effectively. This proposal was then discussed and concretely defined at a session of the technical-engineering section of the methodological council headed by Engineer-Lieutenant Colonel G. Novikov.

The improvement in the clarity and teamwork in the actions of the aviation specialists, flights, and service groups is also furthered by the contemporary level of air traffic control. Therefore, in the unit they were concerned that the engineer's control post is well equipped with all necessary communication and signalling equipment. Engineer-Captain V. Zaika and Warrant Officer [praporshchik] N. Tomka made a large contribution to this matter. Considerable sharpness and skill were required to create a panel with 200 switches. It is an electrical memory device for incoming information concerning the technical condition and degree of readiness of each airplane for flight. A microphone is alongside. The senior flight engineer has reliable communication with the aircraft parking places, the group for recording monitoring equipment, and the flight operations officer. Using a light panel, he issues instructions to the specialists of the rear services subunits and operates efficiently and with consideration of the situation which is developing.

The pilot's report was heard in the dynamic loudspeaker. "Senior Lieutenant Aleksandr Poplutin is making a landing approach," explains officer Zaika. "We have to warn the technician." And just then the number 85 (the aircraft number) was set up on the control panel and was lit up brightly on the light panel set up on the position. This was a unique signal for Lieutenant of Technical Service A. Potskalev: he hurried off to meet his airplane.

Preparation of a combat aircraft for repeated takeoff is an important matter. The volume of work is large. And in the squadron, each second was considered as they prepared a clear schedule for each working operation. Here the pilot taxied to the parking area, and right then the aviation specialist placed a new film in the onboard recording monitoring equipment. And the exposed film was delivered at the laboratory immediately where it is processed and the records are decoded. If any deviation from the norm is discovered in the operation of the power plant or adhering to assigned flight parameters, the chief of the recording monitoring group, Captain V. Antonov, reports this immediately to the senior flight engineer.

Teams of specialists under the direction of officers V. Mokhnatkin and F. Soroka also participate in preparing the equipment. Formerly, each of the men in the service group seemed to work by himself. Sometimes, a lack of coordination arose. For example, to check "his" onboard systems one specialist turned on the assemblies, thereby hampering the work of another. The

team method of work excludes such disadvantages. There is a better opportunity to coordinate the work of people more effectively and accomplish operations with quality with considerably fewer personnel because now all servicemen possess allied specialties.

In the course of flights, the living pulse of party-political work in mobilizing the men for the struggle for the quality accomplishment of combat-training missions is constantly felt. Showing up as examples in soldierly labor, the communists conduct individual talks and tell their fellow servicemen about those who have distinguished themselves. Means for graphical agitation are also used here. Thus, an operational news sheet reported in detail about the mutual help and comradely mutual assistance which was especially manifested in preparing one of the combat aircraft. The means of graphical agitation widely reflect the competition by missions and norms. The atmosphere of publicity and comparability of results multiplies the efforts of the men and contributes to the successful accomplishment of missions on the ground and in the air.

Squadron Retraining Methods

Moscow KRASNAYA ZVEZDA in Russian 16 Aug 79 p 2

[Article by Col A. Sorokin, Red Banner Central Asia Military District:
"Checked in Flights"]

[Text] Several pilots from the 1st Squadron were selected for retraining on new equipment. The forthcoming meeting with the mighty missile carrier and with the focal point of contemporary equipment and armament possessing tremendous combat capabilities pleased and worried them. But the fear also lived: what if they do not conform to the rather rigid times. Where could trained instructors be found at first? The technical engineering personnel and rear services specialists have their difficulties and problems....

At the open party meeting in the squadron which is headed by Major F. Kiselev, the communists unanimously expressed themselves in favor of the broadest use of the experience of aviators who had already mastered this type of missile carrier. On the recommendation of the staff and the aviation political section of the Central Asia Military District, the regimental methodological council together with the party committee worked out a large list of measures for the assimilation of everything which had been tested by flight practice and for the introduction of experience in the transition to the new equipment which had been generalized in the leading unit.

True, this unit is not nearby, in another district, but nevertheless the opportunity was found for representatives of the regiment to visit it and become familiar with the state of affairs on the spot. Commanders borrowed the experience in organizing flights and training procedure, while the technicians armed themselves with everything best from the practice of servicing combat aircraft while working as probationers among their colleagues. And

a group of skilled rationalizers, regimental artists, and amateur photographers which was headed by the deputy commander for flight training, officer Zh. Gataulliya, was assigned the mission to copy and photograph everything best from the equipment of the leading regiment's training-material base and to rework some things creatively. These efforts were repaid a hundred-fold: they succeeded in renovating the training-material base here in the shortest times which, unquestionably, affected the results of retraining in the most favorable manner.

The political officers and party activists of the unit also grasped much that was useful from the leaders. Without hiding secrets, there they were acquainted with the efficient forms and methods for an integrated approach to the training and indoctrination of the personnel and possible difficulties which arise in the course of mastering new equipment and weapons were not concealed. Much advice came in useful in the best possible way for the organizers of party-political work and permitted the avoidance of errors which were committed by those who trod the unbeaten paths to the heights of combat skill and the exemplary servicing of the new missile carrier.

In particular, thanks to an analysis of leading experience, the communists came to a conclusion: it is also necessary to conduct work in good time in restructuring in some measure the psychology of the aviators in their attitude toward the new equipment and in breaking former skills which may become a hindrance in piloting. For example, it was necessary to assist the pilots to give up the "manual" method of making a landing approach and to use the automatic equipment in this matter. Even wider use of automatic systems was to be ensured in flights for combat employment. And the flight personnel had to "face" the automatic equipment so that each one was imbued with complete confidence and respect for their electronic assistants.

The work which was initiated in this direction in good time brought the desired fruits. The airplane which embodies the latest achievements of scientific-technical progress did not cause a sense of timidity upon first acquaintance with it in the air even in the comparatively young pilot. The instructor could judge this not only from the actions of the trainee in flight, but also from the entries in the "notebook of impressions" where each one candidly expressed his opinion about the airplane and the training procedure. Of course, the aviators were thoroughly prepared for this first meeting with the new aircraft. The commanders strived to conduct lessons on deepening and checking theoretical knowledge and practical drills in simulators as well as the gaming of flights on a high methodological level in accordance with the studies which were conducted on the basis of the best unit's leading experience.

But in some matters they proceeded farther than their predecessors here. For example, in preparing for instruction on the new equipment the unit's methodological council devoted a separate session to each pilot--to a discussion of his individual features, capabilities, and attained level of ability. This comprehensive consideration of all data permitted determining with high precision the optimum number of familiarization flights which

ensured the quality of retraining, the observance of its times, and a considerable savings in material resources. On tactical flying exercises the aerial fighters demonstrated their ability to utilize the remarkable advantages of the contemporary missile carrier, accurately destroying all ground targets. Also instructive is the fact that the aviators accomplished retraining without a single precondition for a flying incident.

Now the other group of pilots is to travel this path. They assumed the obligation for a significant reduction in the retraining times. For this, it was important to make active use of leading experience. Thus, for example, the technicians had already done their probationary work with their neighbors, the training material base had been created ahead of time, and most important—before the aviators was a living, graphic example of the pilots from the 1st Squadron with whom they are competing and whose successes they are zealously following.

The party committee headed by Major L. Plokhetskiy conducted important work to gather the valuable experience and place it at the disposal of those who were to master a type of airplane which was new for them. The experience of Captains I. Yeremenko and Yu. Koshkin, Captain of Technical Service L. Tarasenko, and other pilots and technicians was generalized. Well illustrated pamphlets with a detailed description of the very essence of the leading experience served as a great help for the aviators. Along with this, the method of narration and demonstration of the best procedures in their work was widely used.

A significant place in generalizing leading experience was devoted to such forms of moral encouragement, which were born in the course of the retraining, as awarding a pilot a memorial card in a ceremonial atmosphere after the first successful accomplishment of a solo flight in the new missile carrier and giving the technician the logbook for the combat aircraft assigned to him.

The commander and party activists strived to arm themselves with everything better that demonstrated its effectiveness in the practice of combat training. However, they did not perceive it thoughtlessly—they analyzed and improved some forms and methods. For example, corrections were introduced in the procedure for the conduct of the pilots' preflight preparations. And Major of Technical Service N. Kolesnikov decided to begin each preliminary preparation with the technical personnel with a critique of actions on preceding flights and was convinced that remarks are realized much better than formerly when the critique was conducted immediately after the flights. They were also concerned about increasing the effectiveness of competition. For this purpose, the effectiveness of information sessions on the course of the competition was increased. At the airfield, the results of flights for combat employment began to be reported over loudspeaker communications and this helped to increase the spirit of competition.

And the pilots accomplished the tasks in retraining successfully and in shorter times. However, someone was let down by excessive presumption:

one of the best flight commanders, Captain V. Saklakov, overestimated the abilities of his subordinate, Senior Lieutenant I. Krakosevich, and did not properly monitor his preparations for flight, and the latter committed a serious precondition for a flying accident.

But we must give the squadron's communists their due--they drew the necessary conclusions from what had happened and, with the aid of the party committee, they adopted all measures to prevent such blunders in the future. Subsequently flights took place here without any deviations. The pilots accomplished all combat training missions on a tactical flying exercise with high results, destroying the majority of the targets with an excellent grade and the remainder with a good grade.

The high level of aerial ability of the aviators who mastered new combat equipment in short times proves convincingly once again the great significance which is had by the effective introduction of leading experience into training practice.

Flight Support Battalion Activities

Moscow KRSNAYA ZVEZDA in Russian 25 Aug 79 p 2

[Article by Senior Lieutenant M. Polyanskiy, Group of Soviet Forces in Germany: "Two Paths to One Goal"]

[Excerpts] On the day in question, the motorized maintenance company arrived at the airfield before daybreak: flights were beginning at dawn. The practical tension did not leave the people. They were required to have outstanding skill in order to service the winged machines quickly and in a qualified manner.

At the end of the flight shift, when concerns subsided a little, I glanced at the duty officer for airfield technical service and maintenance. Warrant Officer M. Bukhachenko did not fail to share his joy:

"Not one airplane was late in taking off." He passed his hand over his tired face and smiled. "My ears are really ringing, but my attitude is excellent."

Attitude is excellent..... These words can now be heard more and more often in the separate airfield technical service and maintenance battalion. The people seemed to have been transformed outwardly and to have gotten their second wind. The most difficult and important tasks are being undertaken more boldly. Many communists correctly link these good changes with the arrival of the new commander, Lieutenant Colonel I. Burka, a skillful methodologist who possesses deep professional competence. But it is believed that this is not the only merit of Ivan Orestovich. The former battalion commander also knew the equipment like the palm of his hand and possessed good organizer's skills. The battalion was among the leaders for two years. The senior commanders spoke of it in a flattering manner for two years. But here is the paradox: in the collective they were not very pleased with their victories

in the competition. Moreover, the former enthusiasm of the people and their initiative began to die down with time. Against a background of general well-being, these symptoms caused frank bewilderment among some of the senior commanders. And meanwhile, the "drop in temperature" of the moral climate did not occur without the influence of the battalion commander. In striving to accomplish the assigned missions efficiently, he armed himself for some time with so-called strong-willed methods of influencing people. In conversations with people he was coarse and forgot about sympathetic attention and warm words and what they are.

For some reason, he considered a scornful attitude toward subordinates and a preemptory shout to be almost the standard of behavior and explained it by the interests of the matter. The impression was formed that figures on the growth of experts and rated specialists and the number of certificates and pennants won seemed to shield the battalion commander from living people and from their worldly joys and grievances. And it is no surprise that the service zeal of the men began to die down more and more noticeably....

But then a new commander arrived at the battalion. Everyone immediately noticed his kindness and compassionate attitude toward his subordinates. The school through which Lieutenant Colonel I. Burka, who had been secretary of a party organization and a political officer, had passed was divined in his ability to win the favor of a person and engender frankness. But nevertheless, it is believed that the turning point in the attitude of the people occurred considerably later. Perhaps, after a memorable party meeting.

The communists went to it not without nervousness. They were accustomed to hearing harsh, at times offensive words from the rostrum. But Lieutenant Colonel Burka gave a speech on how to carry the men along together to new positions in combat training and return its former glory to the battalion. He did not begin to impose his opinion peremptorily, but seemed to share his alarm with the communists and called upon them to reflect.... I had not seen people so inspired for a long time. The conversation at the meeting turned out to be businesslike, interesting, and ordained good changes.

How keenly people respond to attention, to kindness! The spiritual inclination of Ivan Orestovich Burka toward his subordinates was reflected beneficially in the vital tone of the collective. The surge of initiative and creative tension, perhaps, told about the attitude of the people better than any words. Here are only several features.

The opinion may be formed that Lieutenant Colonel Burka is kindness alone. In fact, this is not quite so. Simply put, commander's demandingness is fortunately combined with respect for a person in him. And Ivan Orestovich compares each of his steps and each of his actions with the highest yardstick of party conscience. In my opinion, the following example is instructive in this regard. Representatives from higher headquarters were checking the condition of equipment in the battalion. It became the turn of the vehicle of driver V. Pugachev. The inspector was already prepared to place a high grade in the record but Lieutenant Colonel Burka stepped in. At the last moment,

he discovered that that not everything was well in the preparation of the vehicle and he did not remain silent about it.

This was an instructive moral lesson which the commander taught to his subordinates. And they are learning devotion to principle and honesty from him on just such lessons.

Two battalion commanders. Two different approaches to the solution of the problem of training and indoctrinating subordinates. In the end, one suffered failure and inflicted substantial moral losses on the collective. But the other managed to create an atmosphere contributing to the development of initiative and devotion to principle. And the strength of the people seemed to be doubled while the results in combat training became more noticeable and ponderable. This confirms once more that the leader's work style must be built on a party basis. On that basis which presumes both high demandingness and a concerned, sensitive attitude toward a person.

Combat Tradition Importance

Moscow KRSNAYA ZVEZDA in Russian 28 Aug 79 p 2

[Article by Maj B. Abrosimov, 1st-class military pilot: "Stars on the Fuselage"]

[Text] The first trip to the airfield by Lieutenants V. Bakayev, G. Mashevskiy, V. Vostrikov, and other young pilots who arrived at the regiment after completing school is recalled. They looked at the rows of brilliant stars adorning the airplane fuselages with joyous wonder. These missile-carrying aircraft appeared to the lieutenants as if they had come down from photos of the front or were museum exhibits even if they remotely resembled the nimble "hawks" from the time of the Great Patriotic War.

But why did dense rows of stars appear on the sides of the supersonic missile-carriers? On fighter aircraft they can only mean one thing: the number of victories won by the pilot in battle. For these aircraft could not have participated in aerial engagements--they had left the plant gates comparatively recently. And the majority of the aviators flying in them are young. But there is not one among them who would not know the glorious frontline tradition. So the lieutenants, each of whom is little over 20 years of age, know well that each star means a victory in aerial battle.

Yes, contemporary missile carriers have not taken part in war, but in them the pilots went into swift attacks and waged battles, true, training battles, but very intense missile battles. And they even shot airplanes down. Real jet aircraft, high-altitude and flying at speeds which would appear to be fantastic to the frontline aces. It is only that no one is sitting behind their control wheels--they are unmanned target airplanes which are controlled by radio. They maneuver and change course, altitude, and speed of flight. Such a hypothetical enemy cannot be called an easy prey! The dearer the

victory. I know from my own experience: a pilot in observing how burning fragments are falling in the distance experiences the joy which, probably, is akin to the victorious feeling of the frontline fighter pilot when the latter sent the fascist aerial pirates toward the ground.

This tradition, which had been brought back, pleased us pilots. It lifts the spirit, inspires the youth, and really lets veteran aerial fighters feel that they are genuine fighters while giving strength in a difficult tactical search. Looking at such masters of missile attacks as Majors V. Maslennikov, and M. Ryabukhin, Captain A. Bashilov, and other aces of ours whose sniper strikes are evidenced by the stars on the fuselages of the airplanes assigned to them, the young pilots strive to be their equals.

Commanders, political officers, and party and Komsomol activists are conducting important work in propagandizing glorious traditions which helps to instill in the personnel a will for victory and to mobilize their efforts for the taking of high positions in socialist competition. The activity of this work increases especially in the period for the preparation for flight with combat employment and with the accomplishment of actual launchings of missiles against radio-controlled target airplanes. Also participating in the competition for destroying targets on the first attack with the first missile are young pilots. By the way, in the current training year Lieutenants V. Bakayev, G. Mashevskiy, and V. Vostrikov about whom we spoke at the beginning took a large step in aerial training and were permitted to accomplish practical firings on the range against target airplanes. Shooting them down, they were awarded the honor of marking their first victory with a star on the side of the airplane.

This is a lofty honor. But not only for the pilot. For the contemporary aviation complex is a collective weapon. Specialists of many services participate in its preparation. The pilots even say that the basic guarantee of success in launching sniper missile strikes is in the faultless operation of all flight instrument and navigation systems and the armament of the aviation complex. And it is ensured by the technical engineering personnel. Therefore, each star on the fuselage testifies not only to the crew's flying skill, but also to the high technical style of the aviation specialists.

And the crew's aviation specialists experience pride from the consciousness that they also made a ponderable contribution to the attack's success. Here a fighter with the aircraft number "54" is noticed among the other airplanes on the parking area. It is distinguished by the fact that more than 15 stars are on its side! Different pilots flew in it to intercept high-speed targets. And here the very same specialists prepared the aircraft for flight: aircraft technicians Senior Lieutenants of Technical Service A. Trofimov and V. Dmitrenko and senior mechanic Warrant Officer [praporshchik] V. Kibal'nikov. The pilots know of no failures on the airplane which they prepared.

The technicians and mechanics of this outstanding crew are competing with the specialists who service the airplane with the aircraft number "08" and are holding on to first place.

The plan for party-political work in the regiment mentions many measures for indoctrinating the personnel in the revolutionary, combat, and labor traditions of our people, the Armed Forces, Soviet aviation, and their own unit. For example, not so long ago we held an exciting meeting with the first commander of our regiment, Colonel (Reserve) V. Sinyukayev, honored military pilot of the USSR who was decorated with many orders and medals for exploits in the war skies, and with the first commissar of the unit, Lieutenant Colonel (Reserve) G. Gladchenko, also an honored veteran. They were both very pleased by the fact that a remarkable frontline tradition--marking the number of victories in aerial engagements with stars--is again in combat practice.

"Look at these constellations," say the veterans, "and it's as if you again see yourself on a frontline airfield. The combat record of the regiment's snipers is growing, and that means that we have passed the baton to reliable hands!..."

Fighter-Bomber Training Methods

Moscow KRASNAYA ZVEZDA in Russian 29 Aug 79 p 2

[Article by Maj A. Stolyarov, member of party committee of an air regiment, Group of Soviet Forces in Germany: "Contrasts of a Flying Day"]

[Text] On this flight shift the young pilots of the squadron commanded by Major I. Ivanov were to launch bombing strikes independently from a difficult type of maneuver for the first time. While the flights were in full swing, I dropped in at the laboratory where specialists under the direction of Warrant Officer [praporshchik] N. Yemelin were processing the records from the onboard flight recorders. It was here that Lieutenant Vladimir Shoshev examined the materials of the repeated sortie which had just been accomplished. I asked him about the bomb hits.

"I don't know," the pilot answered and explained: "The flight operations officer at the range will bring the grading sheets tomorrow. Then we'll know."

Running ahead of the story, let me say that the results of the lieutenant's practical bombing proved to be low. This was completely unexpected for him. But why? For from the photo film which records the sight screen while the bombs are being dropped, it could be determined immediately after the flight that the hits would not be distinguished by high accuracy. But having examined other materials from recording monitoring, Lieutenant V. Shoshev showed no interest in this photo film. He took off again, and again the same result.... Nor was his rival in socialist competition, Lieutenant V. Shishin, interested in the photo check data.

Where did the young pilots receive such a scornful attitude toward materials of recording monitoring? For these films help to determine the reasons for errors and to eliminate them in time, and they permit comparing the results of flights for combat employment, thereby raising the spirit of competition. But evidently, this has already been established in the squadron. When I asked a flight commander to make at least an approximate estimate of how the bombs hit from the photo film, he could not even tell me whether it would be over or short....

On this day, no publicity was provided for the competition although there were possibilities for this. For example, a flight commander, Major Yu. Vasil'yev, remained on the ground for the entire first half of the flying shift and he had sufficient time to keep Lieutenants V. Shoshev and V. Shishin, who are subordinate to him, informed about each other's deeds and, thereby, to maintain a spirit of competition between them. However, neither young officer knew the results of his competitor's flights to the range. One of them "placed" the bombs for a grade of "good," and the other--for a three. If an exchange of experiences had been organized between the pilots, and the commander had found the time to talk with his subordinates, there would have been no such contrast in the bombing results.

It is evident that the absence of a well-organized, effective exchange of experiences in this flight even affected 1st-class pilot Captain V. Krasnoyarskiy and he only hit the bombing target with a grade of satisfactory. As a result, the total grade in the flight commanded by Major Yu. Vasil'yev proved to be four tenths lower than in the flight commanded by Captain A. Poberezhets who effectively ensured the comparability of results in the actions of his subordinates. Being in the air in the area of the range, he noticed that the bomb dropped by Lieutenant I. Novikov lay at a considerable distance from the target. After landing, the flight commander analyzed the pilot's actions on the combat course and advised him to adhere to the assigned flight conditions more exactly. And he said at the end: "Keep in mind that your rival, Lieutenant Vladimir Datsenko, placed the bomb directly in the ring." The lieutenants met and discussed methods of operations above the target. On the repeated flight, Novikov launched an accurate bomb strike.

One may object: he would say that in the place of officer Poberezhets who had the opportunity to observe directly the actions of his subordinate any commander would have proceeded in the same way. And from the photo one can determine only approximately where the bombs landed. Yes, but the squadron commander and his deputy for political affairs, Major I. Fayzullin, have direct communications with the flight operations officer at the range available. They can learn at any moment the results of a sortie by any pilot and transmit the information to flight and group commanders. By the way, Major Yu. Vasil'yev did not have to wait for this information from anyone. For in heading the subunit's party organization, he himself is one of the first assistants to the commander in directing the socialist competition in the squadron.

Such contrasts in the actions of pilots and leaders of the competition in the squadron are even more impermissible when literally weeks remain to the end of the training year and each day is especially dear. A pointed, impartial conversation about this took place at a session of the party committee. Measures were adopted to improve publicity concerning the competition and the effective exchange of experiences in the flights and groups.

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CSO: 1801

MILITARY-PATRIOTIC TRAINING DISCUSSED

Moscow KRASNAYA ZVEZDA in Russian 30 Aug 79 p 2

[Excerpts from the article by Gen Arm V. Varennikov, commander of the Red Banner Carpathian MD: "A Heroic Feat in the Carpathians"]

[Text] A high level of combat tension prevails these days on the tactical fields, the airfields, the tank parks, and at target ranges, in fact everywhere that personnel of units and subunits are improving their military expertise. The Carpathian soldiers do not lack the forces to successfully complete the academic year and to fulfill their socialist obligations. As always, in exercises and tactical training the unfading call is heard to act as on the front lines. This summer it carries special meaning for everyone. Personnel are carrying out combat training missions with the thought that 35 years ago battles raged here in the Carpathians. The L'vov-Sandomir strategic offensive operation was carried out here in July and August of 1944. The forces of the First Ukrainian Front added an impressive page to the history of soviet military skill.

For 35 years a new life has flourished in the Carpathians which had been scorched by battles. The famous achievements of the workers of L'vov and of other cities and villages of the Western Ukraine, who are persistently working toward fulfilling the historic decisions of the 25th CPSU Congress are a worthy continuation of the heroic feats of the frontline soldiers.

The western oblasts of the Ukraine which had been backward in the past have been transformed into a highly developed industrial and agricultural region. All of them have been awarded the order of Lenin for achievements in the building of communism.

Machine building, instrument making, power engineering and electronics have undergone extensive development in the Carpathians. Coal is mined in the L'vov-Volynsk coal basin using the latest equipment, and high quality sulphur is produced. The L'vov bus plant, the Rosdol and Yavorov mining and chemical combines, the Zhitomir "Electric Meter" plant, and many others have become the pride of the entire country. It is well known that an overall system for product quality control was developed and put into use for

the first time in the L'vov plants. It has been approved by the CDSU Central Committee and has been widely disseminated throughout the country.

My duties require me to visit different areas of the Carpathians. One sees it is growing more beautiful and how this land of plenty is becoming richer from year to year. And everywhere one senses that the people fervently preserve the memory of the heroic feats of the frontline soldiers. For example, one of the brigades of the L'vov television plant includes in its list of workers the Hero of the Soviet Union Guards 1st Sgt A. Marchenko, a brave tankman who heroically perished while hoisting the banner over liberated L'vov.

The cities and villages of the Carpathians regularly hold special observance months for the popular defense effort, conduct walks to the sites of revolutionary, combat, and labor fame, hold regional, city, and oblast meetings for draft age and pre-draft age youth and soldiers' mothers. A ceremonial ritual has been created for conducting the youth into the Armed Forces. In many enterprises training points have been equipped for working with pre-draft age youth.

Veterans of the war and officers of the units and subunits of the district often deliver reports and lectures on military and patriotic themes in the enterprises of the western oblasts of the Ukraine. And the population lovingly protects the revolutionary and historical monuments and the communal graves of those who gave their lives for the freedom and independence of the Motherland!

A great contribution to the patriotic education of the rising generation is made by the museum for the history of the district's forces and by the museums for combat fame of units and subunits. Hundreds of thousands of students, workers, employees, and kolkhoz workers visit them yearly. Pioneer meetings are held here as well as admittance into the Pioneers and Komsomol. Military and patriotic work has acquired new scope since the appearance of the decree of the CPSU Central Committee "On Further Improvement of Ideological and Political Education Work."

Three-and-a-half decades have passed since the successful completion of the L'vov-Sandomir operation. And the memory of the immortal feat of the frontline troops is passed from generation to generation as a holy tradition. This memory is active. The military feat is continued in the peaceful accomplishments of the people and in the creation of communism.

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CSO: 1801

PHYSICAL TRAINING PROGRAM FOR OFFICERS DESCRIBED

Moscow KRASNAYA ZVEZDA in Russian 31 Aug 79 p 4

[Article by Lt Col M. Konfindratov, chairman of the Unit Sports Committee, Southern Forces Group: "Strong Participation in the 'Officers' Games'"]

[Text] It seems that the first "Officers' Games" competitions took place just recently. They were not without their sceptics then. "What is the purpose of this innovation," they said. "There are already enough sports programs." The competitions, however, caught on, and for the commanders they serve as a good aid in involving officers in regular physical training and sports activities. Here is a small illustration. During the first games it suddenly became apparent that in our unit several pilots and technicians did not know how to swim and were weak in completing even the simplest of exercises on the equipment. They felt clumsy in the company of their comrades, and it became necessary for them to begin training seriously.

However, the important thing was that the influence of physical improvement on the combat training of the aviators was noticeably strengthened. The principle was confirmed that where there is ability in sports, professional capabilities are also high. I will refer to the example of the squadron commanded by Lt Col R. Bakeyev. According to last year's results it was best both in training and in the "Officers' Games."

The example of this squadron and the experience gained in the unit bear witness to the fact that the officers' competitions are primarily strong due to mass, 100 percent participation; otherwise they lose their purpose. Therefore, when the members of the regiment's sports committee considered the problems of training for the coming games, they thought out measures which would eliminate or keep to a minimum the chances for officers to miss exercises in physical training. We conduct such exercises during the mornings in the course of one hour. This is the optimum time, and practice has indicated that it is convenient for everyone.

It is true that at the first sessions several officers (primarily headquarters and service workers), claiming urgent business, tried to avoid the training and participation in the competitions. They were strictly prevented from doing this, and this fact itself served as grounds for discussion in the

party organizations where the communists who had underestimated the new form of organization of the physical improvement of officers were subjected to serious criticism. Now the situation is different. The officers prepare carefully for every championship.

In the efforts to develop the "Officers' Games" a great deal depends on the commanders of the subunits. Take, for example, the same Lt Col R. Bakeyev. He does not fail to be present at the physical training exercises, personally conducts the limbering-up exercises with the officers, and carefully monitors the actions of the team commanders who, in turn, control the training of subordinates for the competitions. It is well understood in this subunit that improvement in physical ability depends primarily on the general level of interest and timely answers to the many organizational questions.

Let us take, for example, the work with the ensigns who were included this year in the "Officers' Games." In this category of soldiers are older people and others who, for a variety of reasons, have not engaged in sports for a long time. They cannot be immediately expected, for example, to meet the standards for swimming. Needed here are tact, an individual approach, and demonstration by the commanders of pedagogical expertise. They must convince the man and teach him. Working in precisely this way is the chief of the equipment and maintenance unit, Engr-Sr Lt V. Samodurov. An energetic officer, he leads all training of the ensigns.

It is gratifying that the "Officers' Games" are held in the presence of all the inhabitants of the military post, which naturally produced interest in sports among the family members of the servicemen.

However, there is still much that must be done in order that such competitions become truly popular. For example, it is necessary to be more active in arousing interest and the desire to participate among the ensigns and to help them raise the level of their physical ability. Even at the present time it is sometimes difficult for some soldiers of this category to compete on the same level as the officers. In particular, they are inferior in firing practice accuracy and in the ability to swim well. Therefore, it is thought that the ensign schools should devote the most serious attention to improving training in the pool and to instructing the students in pistol firing.

In our view the evaluation system requires improvement. It makes no difference now how many of the unit participants in the competition fulfill the standards of the highest ratings; in practice it turns out that a collective is awarded the same number of points for the training of a first-rating player as for training a third-rating sportsman. It is clear that this point must be reexamined since it is important not only to achieve mass participation in the military competitions but also to devote attention to the constant improvement in the soldiers' sports expertise and to raising the quality of the training. Moreover, how, under the existing system, is it possible to encourage those who strive for the highest accomplishments?

The sports collectives are awarded cups and certificates. The individual soldiers, however, who have shown good results, judging by the present situation, are not mentioned at all.

Sometimes it is simply impossible to receive the first rating during the "Officers' Games." The right to award it is held by a referees' brigade which includes a specific number of umpires with qualifications not lower than the first rating. But where can they be found and how and where can they be trained? It is difficult to solve this problem in the unit using our own efforts.

We are in need of the appropriate methodological aids and the recommendations for organizing the training for the games, for carrying them out, and for selecting the types of sports. We are waiting for them first from the Military Institute for Physical Education.

Life suggests that it is necessary to expand the program of competitions and to organize them in the winter as well. For example, why not introduce skiing competitions for those units stationed in the snowy regions of the country. Perhaps it is worth reexamining the length of the competitions; 2 days for conducting them is rather little. Four days would be better, taking into account the performance of daily duty and other measures.

The "Officers' Games" have become popular now. They facilitate improvements in health and support a high level of combat training and work capacity among the personnel. Therefore it is very important to actively eliminate those factors which hinder their wide dissemination.

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CSO: 1801

USTINOV: BOOK ? SPEECHES AND ARTICLES REVIEWED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 10, Oct 79 signed to press
30 Aug 79 pp 6-7

[Review by Col Gen Avn G. Skorikov of the book "Ustinov D.F. Izbrannyye rechi i stat'i" by D. F. Ustinov, Moscow, Politizdat, 1979, 519 pages]

[Text] The Armed Forces of the USSR have surrounded their fighting standards with unfading glory. The unprecedented persistence and valor demonstrated by Soviet fighting men in battles fought for the homeland evoked the admiration of the entire world more than once. And this is only natural. The strength of our Armed Forces lies in people inspired by the all-conquering communist principles and in party leadership. As they created the new type of army, an army of workers, V. I. Lenin and the CPSU proceeded from the principle that its steadfastness and combat might are inconceivable without party leadership and party influence upon all aspects of troop life and without political indoctrination of the fighting men.

The Communist Party's leadership of the Armed Forces has always made up the foundation for Soviet military organizational development. The party's multifaceted work of directing the building of the new society and strengthening our nation's defense capability and the combat power of the Armed Forces comprises the main substance of the book by Marshal of the Soviet Union D. F. Ustinov, member of the Politburo of the CPSU Central Committee and USSR minister of defense.

The book includes the works produced by D. F. Ustinov between 1942 and February 1979. It brilliantly demonstrates the great vital force of the socialist system, the communist ideological principles, patriotism and internationalism of the Soviet people and their labor and military feats performed for the benefit of the homeland and in the name of communism.

The author of the book stresses the fact that the victories of worldwide historical importance and the remarkable achievements of the Soviet people are inseparable from the Communist Party's Leninist policy. Closely linked with the masses and reflecting their interests profoundly and consistently, the CPSU is honorably performing the role of political leader and organizer

of the masses. The entire Soviet people, Marshal of the Soviet Union D. F. Ustinov notes, are now living and working under the inspiring force of principles and decisions coming out of the 25th CPSU Congress. Implementation of the great social and economic program outlined by the congress is raising our homeland's power and prestige even higher. The speeches and articles contained in the book demonstrate the undeviating improvement of the people's welfare in our nation, the development of science and culture and the all-round development of Soviet man's personality.

The party considers one of its most important tasks to be that of providing good external political conditions for the building of communism. At the present time, the book points out, the CPSU and the Soviet State are concentrating their efforts upon totally eliminating the threat of a nuclear war, making the positive changes occurring in international relations lasting ones, intensifying and strengthening detente and making the process of its development irreversible.

As they consistently conduct a peace-loving foreign policy, the Communist Party and the Soviet State are devoting unweakened attention to strengthening the nation's defense capability and its heroic Armed Forces, which vigilantly guard the achievements of socialism. As it organizes and directs military organizational development, the book points out, the Communist Party has always proceeded from the principle that this development is an inseparable part of the development of the entire state. In its development and implementation of a scientifically based policy in the area of defense, the CPSU adheres steadfastly to V. I. Lenin's doctrine on defending the socialist homeland. "Any revolution," V. I. Lenin pointed out, "is only worth something if it is able to defend itself...."

The book reveals the greatness of the victory achieved by the Soviet people and their Armed Forces during the Great Patriotic War and contains a thorough analysis of the sources and the worldwide historical significance of that victory. "Our victory achieved under the leadership of the Communist Party," Comrade D. F. Ustinov notes, "confirmed with impressive force the fact that CPSU leadership is the decisive source of strength for the Soviet socialist state and its Armed Forces."

The basic principles underlying Lenin's doctrine on defending the socialist homeland have been deeply reflected and creatively developed in the CPSU Program, in party congress decisions in decrees passed by plenums of the CPSU Central Committee and in the Soviet Constitution. The book notes the enormous contribution made by Marshal of the Soviet Union Comrade L. I. Brezhnev, general secretary of the CPSU Central Committee, chairman of the Presidium of the USSR Supreme Soviet and chairman of the USSR Defense Council to the theoretical resolution and the practical solution of problems involved in strengthening the national defense and increasing the combat power of the Armed Forces and to the improvement of the military organization of the commonwealth of socialist states.

The author speaks with love and respect of Leonid Il'ich Brezhnev and of his outstanding service to the party, the people and the Armed Forces. He refers with warmth to the books "Malaya zemlya" [The Little Land], "Vozrozhdeniye" [The Rebirth], and "Tselina" [The Virgin Lands], for which L. I. Brezhnev was awarded the Lenin Prize.

The book resolutely and firmly rebuffs attempts by international reaction to distort CPSU policy in the area of military organizational development, to pervert the nature of steps taken by the Soviet State which are purely defensive and to exploit the lie about a so-called "Soviet military threat" to justify the arms race. "The Soviet people have never engaged in sabre-rattling and do not plan to do so," remarks Comrade D. F. Ustinov. "This is alien to our policy and contrary to our convictions and principles. The Communist Party and the Soviet State are struggling unceasingly to achieve a peace based on a solid foundation of international security and cooperation.

"At the same time, let no one interpret our love for peace as a weakness and let no one attempt to frighten us with new types of death-dealing weapons: winged missiles, neutron bombs or anything else of the kind. It might be appropriate to remind others that it is senseless and hopeless to attempt to frighten us."

Speaking of steps taken by the CPSU and the Soviet State in the area of military organizational development, the author points out that our nation maintains a defense capability essential reliably to defend the peaceful lives of the Soviet people and peoples in the nations making up the socialist commonwealth. The book states that the Soviet Armed Forces are on the forward edge for defending the socialist homeland. As V. I. Lenin pointed out, their historical purpose has from the first days of their existence been one of guarding the accomplishments of the revolution and the power of the people. This purpose is defined in the USSR Constitution.

The decree passed by the CPSU Central Committee "On Further Improving Ideological and Political-Indoctrinational Work" speaks of the need to multiply the glorious traditions of the army and navy, serving in which provides a remarkable school of labor and military training, moral purity and courage, patriotism and comradeship. Soviet fighting men must be deeply aware of their duty to secure the peaceful labor of the Soviet people and to defend the cause of peace and socialism.

Party-political work has an enormous role with respect to maintaining the troops in a constant state of combat readiness. The author points out that its main task lies in indoctrinating the fighting men in a spirit of selfless service to the homeland and conscientious performance of their service duty, in a spirit of Soviet patriotism and socialist internationalism. The most important way to make it more effective is to raise the level of party leadership in the army and navy. These principles are revealed in detail

in a speech delivered by Comrade D. F. Ustinov at a scientific and practical conference of leading workers of political organs in the army and navy, which is included in the book.

While improving the Armed Forces on the basis of the latest achievements of science and technology, the CPSU at the same time devotes tireless attention to the training of military cadres and to improving the level of personnel training and indoctrination.

"The process of strengthening the nation's defense capability and increasing the combat strength of the Armed Forces," the author writes, "is inseparably linked with those basic social and political changes occurring in the USSR. Continuous improvement of socialist social relations and our spiritual and cultural achievements have led under mature socialism to a strengthening of the social base of the Armed Forces and are contributing to the continuing improvement of their combat readiness."

The book focuses special attention upon current problems of insuring a constant state of combat readiness. The author points out that this kind of combat readiness is achieved through persistent military work and depends greatly upon the efforts of every fighting man and upon the level of the field, air and naval training of the troops and naval forces. The ideological-political strength of the personnel and their ability to withstand great moral-psychological stress and physical loads, as well as a thorough knowledge of the weapons and combat equipment and their expert handling, are extremely important components of combat readiness.

The author discusses ways, means and methods of insuring a constant state of combat readiness, concentrating attention upon improving the work style of command and political and engineering and technical cadres. He states that this style should manifest a high level of party mindedness, a thorough knowledge of the job, discipline, initiative and a creative approach to the performance of duties.

The book notes the interdependence between the quality performance of tasks facing the personnel and satisfaction of the material and personal needs of the people. Socialist competition is discussed as a powerful instrument for improving the combat and political training and making it more effective.

A high level of combat readiness on the part of the USSR Armed Forces is consistent with the interests not only of our state but those of the entire commonwealth of socialist nations and objectively serves the cause of strengthening universal peace. Pointing this out, the author underscores the fact that the Soviet Army and Navy have always been a loyal bulwark of the party and the state in the struggle for peace and security of nations. They will do everything possible to insure that no provocation on the part of aggressive imperialist forces interfere with our society's historical advance toward communism.

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AVIATION: TECHNICAL TRAINING ASPECTS DISCUSSED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 10, Oct 79 signed to press
30 Aug 79 pp 1-3

[Article by Eng-Col Gen V. Skubilin: "The Technical Sophistication of the Aviation Specialist"]

[Text] Air Force units are equipped with a new generation of airplanes and helicopters. They have an increased thrust-weight ratio and improved aerodynamic features and are capable of carrying a large operational load. The sighting-navigation, piloting-navigation and radioelectronic systems with which modern aircraft are equipped have increased several times over the combat capabilities of the equipment and the striking power of the aviation as a whole.

It would be difficult today to overstate the importance of technical sophistication. It includes the education of the specialist in the IAS [Air Force Engineer Service], his engineering and technical knowledge and his ability competently to operate and repair the modern aviation systems during combat operations and to work out the combat training tasks. The achievement of a high level of technical sophistication is inconceivable without certain moral-political qualities, solid military discipline and a creative attitude on the part of the specialists toward the perfection of their professional training.

The concept "technical sophistication" is continuously expanding, a result of the increasing number of specialists, the increasing number of engineering and technical personnel on the combat teams and the expanding range of their tasks. At the present time, along with simple operations, those operations are becoming increasingly important which require a knowledge of the principles underlying the formation of functional connections and of their physical nature. Without such knowledge, it is impossible to perform an engineering analysis of the complex schematic presentations, make various adjustments of a modern automatic fuel system, to tune and align the equipment or to predict the reliability of the aviation equipment.

The forms and methods used to perform the work have changed. As a rule, they are performed as teamwork. This means that the role of the organization factor and of scientific organization of labor has grown. After all, personnel of the Air Force Engineer Service not only ready the aviation equipment for flights and repair it but frequently are also directly involved in its combat employment. The engineers' opinion on the most efficient use of the aviation complex and on the state of repair of its systems and equipment is one of the determining factors for deciding whether to fly a combat mission.

A high level of technical sophistication is first of all a matter of timely observance of the technological specifications for operating and repairing the aviation equipment. It calls for the precise and punctual fulfillment of standard rules and norms governing the operation and repair of the aviation equipment, which have been developed in the course of many years of experience and are described in normative and methodological documents, instructions and regulations. The specialists ready a modern aircraft in a strict sequence according to a technological schedule and using special charts and monitoring and measuring equipment.

The regimental TECh [technical maintenance unit] is assigned an extremely important role with respect to maintaining the aviation equipment in a state of repair and insuring its reliability. Our units have already acquired considerable experience in organizing the work process. Progressive planning methods have a great deal to do with the quality performance of periodic servicing and repair work with minimal outlays of time and labor. The specialists are distributed about the aircraft in such a way that each one has a high workload coefficient and optimal working conditions. Many technical maintenance units have adopted central flow-line methods, the shift system whereby the personnel work according to technological schedules and a dispatch system for continuous monitoring of the work. Ultrasonic, magnetic and eddy-current flaw detection and painting techniques are extensively employed. All of the regimental technical maintenance units have adopted the operation-by-operation control system, which concludes with overall instrument tests of the operating efficiency of the systems, assemblies and equipment following periodic servicing.

Here, for example, is how the inspection and final check-out are performed on a modern jet engine whose trouble-free performance is the primary determinant of flight safety. Formerly, when an engine was checked out, the technician or mechanic had only to take the readings of a few instruments under certain prescribed operating conditions. This is now performed by a team of specialists in a strictly defined technological sequence. A special place is designated for this work. Along with the cockpit instruments, the team employs various monitoring and measuring and recording equipment, including electric loop oscillographs. This makes it possible to check the engine's transient performance for evaluating its dynamic characteristics. Any deviation from the established procedure results in distortion of the end result, which can entail serious consequences. Nothing

but absolute and timely fulfillment of the technological requirements insures reliable operation of the aviation equipment.

Unfortunately, violations are still committed in the prescribed documentation of the sequence and completeness of the work and the check-outs, and the required operation-by-operation monitoring is not performed. This resulted in failure to detect a missing locking device in an engine control system in the unit in which Engineer-Major B. Rapoport is the deputy commander for engineer service, for example, which could have resulted in a flight accident.

It is especially important to observe technological discipline in the process of readying the aircraft armaments. Precise and exact sequence of operations, the strict and absolute observance of safety measures and properly organized operation-by-operation monitoring are absolutely essential when working with weapons and means of destruction. Violation of even one of them could result in the accidental firing of the guns or a missile launching on the ground.

Exemplary maintenance of the aircraft is an essential element of good technical sophistication on the part of Air Force Engineer Service specialists. The aviators must constantly be taught to handle the equipment and weapons with care. It is important for each of the fighting men to understand that aviation equipment will not tolerate careless and indifferent treatment. The specialists must concern themselves especially with the absolute fulfillment of the requirements contained in instructions and technological charts with respect to preventing, detecting and eliminating corrosion. Moisture or liquids must not be permitted to accumulate on the structural elements of an aircraft. After heavy precipitation aircraft should always be aired out by opening up the airframe hatches, and the protective covers should be dried out. Damaged paint or varnish should be promptly restored.

A no less important indication of a high level of technical sophistication on the part of Air Force Engineer Service specialists is the optimal organization of the work stations and the efficient arrangement of ground servicing equipment (SNO) and testing and check-out equipment (KPA).

A work station should be set up in a manner making it possible to perform the operations in the required sequence and to conserve the specialist's labor and time. After all, a large quantity of complex ground equipment and devices are now used for performing the inspections and checking the state of repair of an aircraft.

Several specialized checking devices in combination are now typically used with an overall integrated program of operations to check the interconnected systems of an aircraft's onboard equipment. A strictly defined sequence of operations and precise interaction among specialists in the different fields are therefore especially important when organizing the work performed on an aircraft.

There is also no doubt about the fact that the proper organization of the work has a positive psychological effect, improves efficiency, helps to improve technical sophistication and insures good work and that disregard for the established rules for setting up a work station, on the contrary, leads to errors and produces an irresponsible attitude toward the equipment on the part of the specialists.

One of the most important elements making up technical sophistication is the exemplary maintenance and proper use of tools and checking and testing equipment. It should also be borne in mind that only equipment in good repair and specified in the instructions and regulations governing the technical servicing of the given type of aviation equipment should be used. Otherwise, there is a greater likelihood of errors.

We know, for example, that the operation of tightening the nut securing the bearing of the tail reduction gear rod on an Mi-8 helicopter requires special checking. The use of a defective or unchecked tool can result in overtightening of the nut, with subsequent destruction of the bearing and loss of directional control.

Matters of technical caliber cannot be considered in isolation from the skills level of the engineers, technicians and mechanics. In order successfully to perform his military duty today, the aviation specialist must possess good moral-political qualities and be able to handle the equipment expertly. The main thing is to keep the technical training of personnel in the Air Force Engineer Service from lagging behind the development of aviation equipment and to see that the specialists keep abreast of the large volume of technical information and are able to make competent decisions and perform this or that operation on the equipment well. This requires that they have a thorough knowledge of theory, possess solid skills and constantly refine their proficiency.

The decree passed by the CPSU Central Committee "On Further Improving Ideological and Political-Indoctrinational Work" requires that an inner conviction as to the need for constant personal improvement be developed in each individual. It is just such conviction which creates the need for persistent daily work on oneself.

The young specialists require special attention. This is perfectly understandable, since an academy, a school or a specialized school is not capable of completing the engineer, technician or mechanic's development on its own, without line units.

Upon completing his training, the specialist begins a new and no less important stage of continued education. This work centers around the air unit. It is there that knowledge and skills are perfected, they are tested and the most objective possible evaluation is provided. Experience has shown that the classes produce good results when they are carefully planned and take unit needs into account and when the sole commanders

devote a great deal of attention to them. Engineering and technical training is one of the basic types of combat training for engineering and technical personnel. It must be conducted systematically throughout the training year. Independent work is the main method used for the training and advanced training of officers in the Air Force Engineer Service. Although it is referred to as independent work, it should contain no unplanned elements. This work is carried out in classrooms or on the aviation equipment under the supervision of commanders or senior group members. It is the task of commanders at all levels to take every possible step to motivate their subordinates to work independently, to create conditions conducive to such work and to monitor the results by giving examinations, checking synopses and so forth.

Good qualifications on the part of a contemporary specialist in the Air Force Engineer Service are based on thorough theoretical knowledge and solid skills. These two aspects of technical sophistication must be harmoniously combined. It is no longer enough to be a good practical specialist. In-depth theoretical knowledge is also essential. A high level of skill on the part of aviation specialists is achieved by a well-organized training system for mastering the weapons systems. Focused practical training sessions help to develop truly skilled specialists. Every air unit should therefore adopt a well-conceived and precisely organized system of separate practical training for the specific performers in the various specialties.

The technical sophistication of specialists in the Air Force Engineer Service is manifested in their active participation in inventions and efficiency improvement work. The number of efficiency experts and the results of their work are directly dependent upon the level of their professional training. The more thorough the specialist's knowledge of the aviation equipment, the greater is his need to improve the systems, assemblies and sets and to develop devices simplifying the maintenance, repair and employment of that equipment.

Engineer-Lieutenant Colonel G. Golubitskiy, for example, has worked enthusiastically for several years to perfect a radar bombsight. Aircraft armament specialists under the supervision of Major of Technical Service V. Vorovskiy have produced a trainer for combat helicopter pilot-operators. The air force engineer service of many air units have performed a great deal of work to create modern technical maintenance units in the air regiments. The deputy commanders for air force engineer service and engineers in the various specialties direct the entire system of measures to develop good technical sophistication in personnel of the air units.

Success in this matter depends greatly upon the organizational work performed by the men in charge in the Air Force Engineer Service, upon their purposiveness and persistence. The requirements with respect to mastering the Leninist work style set forth by Comrade L. I. Brezhnev in the Accountability Report of the CPSU Central Committee to the 25th Party

Congress apply fully to each of them: "...the Leninist work style is a creative style to which subjectivism is alien and which is imbued with a scientific approach to all social processes. It requires great demandingness of oneself and of others, excludes complacency and opposes all manifestations of bureaucracy and formalism."

In order to insure combat readiness and flight safety, the men in charge in the Air Force Engineer Service themselves must study and they must train and indoctrinate their subordinates, concern themselves with improving the professional proficiency of the latter and introduce good technical know-how and procedure. Officers M. Tolok, V. Nechayev, V. Rybakov, V. Suponitskiy, G. Kiyko, A. Goncharenko and other specialists in the Air Force Engineer Service work tirelessly toward precisely these goals.

Having initiated extensive socialist competition, personnel of the Air Force Engineer Service are struggling persistently to further improve the combat readiness of the units and subunits and flight safety and are striving to reinforce and add to the results achieved in the military work and to commemorate the 62d anniversary of the Great October Socialist Revolution with new successes in the combat and political training.

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CSO: 1801

AVIATION: RADIO DISCIPLINE OF AIR CREWS DISCUSSED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 10, Oct 79 signed to press
30 Aug 79 pp 8-9

[Article by Capt Yu. Andronov: "Going on the Air"]

[Text] A tactical air exercise was under way. The airways were crowded: commands, instructions and signals were being constantly transmitted. And even with good radio discipline certain difficulties sometimes arose....

Every pilot knows the radio discipline requirements for communicating with ground at a strictly defined time and during specific flight phases. The pertinent documents contain standard commands for simplifying radio exchanges, reducing their duration to the minimum and eliminating errors. Unfortunately, some aviators disregard the rules governing radio communication and take liberties with the procedures. The rules are sometimes broken due to careless preparations on the ground and through carelessness in the air. And the successful performance of the mission and flight safety in general depend, after all, upon the accuracy and brevity of commands and instructions, upon coordination of actions and mutual understanding.

Flights were being conducted in adverse weather conditions. Fighters kept taking off from the airfield and disappearing almost immediately in the low cloud cover. Thereafter, only radio beams permitted them to "see" their airfield, the air situation and the designated targets. How well the assignments were performed depended to a crucial degree upon stable radio contact and precise performance by the crews manning the radar stations.

"This is 501. I am on the course." The report was received at the command post from a recently departed interceptor.

Sometime later the aircraft controller reported that it was time to switch the pilot to the guidance channel. Glancing at the stopwatch, the flight operation officer was ready to press the microphone switch to issue the necessary command. Just at that moment, however, the voice of another pilot appeared on the airway. A lengthy and confusing inquiry ensued. Glancing impatiently at the stopwatch, which seemed literally to have picked

up speed, the flight operation officer heard the entire report, which did not require a rapid decision or assistance from ground. He replied briefly and only then issued the command to the interceptor. The forced conversation had taken up dozens of seconds, however. As a result, the interception was not made at the prescribed line.

Or, consider the following example. Officer G. Dolgoplov, the pilot, was performing a flight on a route. Deciding to pinpoint his position, he switched to the communication channel of an automatic radio direction finder and then forgot to switch the aircraft radio back to the control channel. As a result, the flight operation officer temporarily "lost" the pilot. He called the latter a long time before he was able to establish contact with him and order him to switch to the proper channel.

It is perfectly clear that the numerous calls from the command post to the pilot had overloaded the airways and interfered considerably with the work of both the flight operation officer and the other crews. If, during this time, some crew had found itself in an unforeseen situation requiring immediate intervention from ground, the flight operation officer might have been late in providing assistance.

The pilots on a dual-control trainer sometimes engage in lengthy conversations over the intercom. Naturally, they do not respond to calls from ground. There is another search for a "missing" crew and a tense situation develops both at the airfield and in the air.

Any slowness or delay in transmitting commands or reports at contemporary flight speeds can impair the assignment or have even more serious consequences. This increases the responsibility of crews in the air and those directing them for the strict observance of radio discipline and proper conduct of radio communication. During flights, and especially during tactical air exercises, various commands and signals required by the pilot are sent to the aircraft from ground. Even the slightest violation of radio discipline can therefore create considerable difficulties in the exchange of information between ground and the crews and hamper the flight operation officer in issuing instructions and making decisions in case of complication of the air situation.

Officer A. Kochurin, a pilot, was performing a complex piloting exercise in the zone. Another aircraft had to pass near him at a low altitude at that moment. The flight operation officer immediately reported this to the pilot and began waiting for the reply. Instead, he heard a report from another pilot:

"102 passed the beacon. Altitude.... Course...."

Kochurin simultaneously reported to ground that he had received the report directed to him. His words were jammed by the information coming from 102, however. The flight operation officer had to call Kochurin again, which,

naturally, took up valuable time. The pilot breaking into the radio exchange had erred in that he had not waited for the conversation between ground and Kochurin to end before going on the air. Before switching on the transmitter in such situations, experienced airmen not only convince themselves that the airway is clear, but also attempt to understand the radio exchange and establish contact precisely at the required moment.

While we are discussing the observance of radio discipline on a flight, we must not fail also to mention deficiencies in the performance of a command post. Various complications in the air, which impair flight assignments as a result of violations of the rules governing radio communication, occur not only through the fault of the crews but also due to errors on the part of aircraft controllers. I recall the following incident.

A command post once had to guide a large number of interceptors flying at various altitudes and speeds. It was all done on one communication channel. One would think that the commands would have to be precise and brief in the situation as never before. Despite many years of experience, however, Captain A. Borovikov, the aircraft controller, frequently requested information which had no direct bearing upon the interception. He would press the microphone button and then hesitate for a long time. This made it impossible for the second navigator promptly to issue a command to the fighter to turn on the afterburner and begin maneuvering. The pilot was led far off the target. There was no interception.

This was a result of poor preparation by the navigator on the eve of the flights. Trusting in his existing knowledge and skills, he apparently overestimated his capabilities and did not take into account the fact that the impending intercept missions were not ordinary training ones in which it is sometimes possible to repeat a command, to think for a moment, to request a repeat, but interceptions involving several targets at once. This requires special precision in the work of all the specialists and a high level of coordination in the actions of the aircraft controller and the pilot.

The training of flight and ground personnel in the use of the radio has always had an important place in all branches of the air force. This is especially urgent today, when radio and radar, semiautomatic and automatic radio systems and other radio electronic equipment have become reliable assistants to the airmen and are being used more and more extensively for flying and for control. Vigilance, promptness and accuracy are essential.

My father told me about the following incident. It was the war year of 1944. Soviet troops were advancing successfully. The fighter aviation providing support for the ground units was based not far from the front line. The crews were on continuous stand-by.

Having successfully completed a combat mission, a pair of our fighters were returning to the temporary airfield at which the regiment had arrived the day before. The pilots were conversing by radio. And they had something to tell each other: They had emerged victorious from this air battle.

The pilots became so involved in their conversations, however, they forgot to consider the fact that the front line was nearby and that their radio conversation could easily be intercepted and used by the enemy. They also forgot the fact that for purposes of achieving the greatest possible degree of concealment the air unit command had the previous day ordered that strict secrecy be maintained with respect to the concentration and the conduct of combat operations from the airfield, of which the enemy was unaware. Strict radio communication conditions were established for ground and air radio networks. It was permitted to use the radio only in extreme cases, when this was absolutely unavoidable.

The Hitlerites did not miss the opportunity and took DF bearings on the new base. The airfield was protected against a raid only by the skill of the experienced night pilots and the vigilance of the antiaircraft artillery crews on duty at the airfield. This is what failure to observe radio communication requirements caused.

Everyone engaging in flights is required to observe radio discipline. The pilots sometimes have a tremendous urge to talk to ground, however, although there is no need for this. I recall one incident in which the flight operation officer commanded a crew to enter the great circle at an altitude of 1,000 meters. The airman's reply, it would appear, would have consisted of brief phrases: "Roger, 142" or "142, 1000." Brevity, precision and conciseness--and everything understood. It was not this way, however. The talkative pilot let go with an entire speech: "This is 142. I hear you well. I understood everything: permission granted to enter the circle at an altitude of 1,000 meters. I am performing the assignment."

It is important for every flight operation officer, pilot, aircraft controller and shift landing controller to think out in advance what they are going to transmit over the radio, making it clear, brief and meaningful and observing the established radio communication rules. Experience has demonstrated irrefutably that this is achieved when a proper place is assigned to working out radio exchange during flight preparations. Every flight and every type of combat employment is, after all, based upon the execution of signals and commands within the group and from ground.

A detailed analysis of the performance of missions has provided us with what we believe to be a feasible way to determine the level of preparedness of flight operation officers, pilots and aircraft controllers. A critique of flights and the simultaneous playing of magnetic recordings of radio exchange between the crews and ground helps to determine the level. The commander can precisely ascertain the correctness of radio conversations and the observance of radio discipline in the air, which means that he can take prompt steps to eliminate shortcomings.

For example, flight personnel listened attentively to a radio exchange with the aircraft controller by Major Yu. Gribov, military pilot first-class.

He reported his actions precisely and with few words and used the commands specified by the pertinent documents. There were no superficial phrases in his radio exchange. The aircraft controller performed in the same manner. As a result, only distinct, essential commands were heard on the magnetic tape. It was not by accident that the air target's interception received an "excellent" rating.

The airmen are storming with persistence the heights of combat skill and are moving toward the goals outlined in socialist competition with maximum output of effort and energy. They are assisted in this by absolute observance of the rules established for radio conversations.

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CSO: 1801

AVIATION: WEATHER FORECASTING FOR FLIGHT TRAINING DISCUSSED

Moscow AVIATSIYA I KOSMONAVTIKA in Russian No 10, Oct 79 signed to press
30 Aug 79 pp 28-29

[Article by Eng-Col A. Trushin: "They Were Flying the Circle"]

[Text] October is the second worst month, weatherwise, of the fall-winter season. The sun's middle position continues to drop, the days grow shorter and less and less heat reaches the earth's surface at the temperate and high latitudes. The temperature contrast increases between the North Pole and the equator and the movement of air masses from the west to the east accelerates.

The lowered temperature contributes to saturation of the air with water vapor, as a result of which there is a significant increase in the recurrence of low cloudiness, drizzling and steady rain, fog and mist. The weak daytime warming is less and less frequently adequate to dissipate the low clouds and fog which form during the night, the daily progression of these phenomena characteristic of summer and dangerous for flying is disturbed and they frequently last throughout most of the daylight hours. With the approaching cold, the fall migration of fowl increases, greatly increasing the problem of birds.

The change from summer to the fall processes ordinarily occurs fairly abruptly. It is only in rare years, and then only in limited areas, that summer retreats slowly and fall comes on gradually. The rapid change from summer to fall complicates the organization and the performance of flights and requires that greater attention be given to insuring flight safety with respect to the weather.

During regular flights in adverse weather conditions the aviation commanders, staff officers and flight operation officers should have a good knowledge of each pilot's actual training level and carefully consider whether it measures up to existing weather conditions when planning and performing flights. It is important never to permit crews to fly in weather conditions under which they are not prepared to perform.

The middle of the fall period coincides with the end of the training year. In the air units the yearly flight training plans are being completed and commanders and flight operation officers value every hour of time suitable for flying and attempt to make maximum use of it. This is essential, of course, but should be combined with thoughtful appraisal of the weather condition and should in no case result in unjustifiable risk due to disregard for weather conditions.

During the last 10 days of October last year, night helicopter flights were being performed in good weather conditions at one of the airfields. The weather situation was conducive to the formation of radiation fog, and a gale warning was therefore issued from the weather subunit of superior headquarters. Officer V. Lukin, the flight operation officer, disregarded the warning, however, because the crews were flying a circle, and did not keep track of changes in the weather. Furthermore, when visibility deteriorated, he ordered Officer S. Khatuntsev, the duty synoptic weather compiler, to transmit fictitious weather information. Khatuntsev was negligent in his duties, did not stand firm and misled superior weather subunits with incorrect reports on visibility. When fog began rapidly covering the airfield, Lukin made an incorrect decision about landing a helicopter at his airfield. This resulted in a precondition for a flight accident.

This is an exceptional case with respect to the number of violations committed by men in charge. It shows, however, what can result from a superficial analysis of the weather situation, extreme carelessness with respect to appraising the possibility of a deterioration and an unjustifiable attempt to prolong the flights as long as possible in conditions in which their safety is not insured.

An analysis of the weather situation during the fall-winter period involves certain differences. They must be taken into account in the work both of supervisory and flight personnel and the weather specialists.

First of all, the rapid transition from summer to fall creates a sort of psychological unpreparedness. This is ordinarily reflected in the underestimation of rates of movement of synoptic objects, erroneous appraisal of the duration of phenomena in process, underestimation of the danger of their formation, and so forth. The only means of eliminating this state of unpreparedness, an adequately reliable means, however, is to make a careful study of climatic features in the basing area. First of all, one should study the characteristic features of those processes accompanied by drastic deterioration of the weather and by particularly adverse weather conditions.

The unit in which Officer S. Kazarinov is chief of the weather service has accumulated experience in the meteorological preparation of personnel for performing flights and for their meteorological support during the fall and winter period. Just before the beginning of all (the end of August for the central zone) group classes were conducted for all supervisory and flight personnel, at which the climatic peculiarities of the forthcoming season

were studied in detail and the pilots ran through actions they would take should a crew find itself in unforeseen adverse weather. Participation in setting up and conducting the classes by the commander or his deputy for flight training gave them a practical focus and made it possible to correlate them with the specific tasks ahead of the personnel.

Radar is practically useless for detecting a low, thin, stratus cloud cover or elevated fog. And it is precisely such clouds which frequently create a threat to flight safety in the fall. Well-conceived and precisely organized weather reconnaissance and final reconnaissance are needed, along with other measures, in order to determine in good time the possibility of their closing an airfield and to take the steps necessary to insure flight safety. With this in mind, the unit command devotes a great deal of attention to the training of weather reconnaissance personnel. All of them took part in assemblies, at which the training level of every crew was checked.

Nor was the training of flight operation officers neglected. The weather service chief conducted special classes with them, during which a detailed analysis was made of characteristic processes leading to a drastic deterioration of the weather at the airfield and in the flight area and the critical levels of meteorological elements and the maximum points in the development of dangerous weather situations, at which flights are restricted or halted altogether, were explained. Attention was also given to the most characteristic features of the ornithological situation, for which purpose the main migrating routes of birds, the height and time of day of their flights, their gathering sites and other details were explained.

The increased occurrence of low cloudiness makes it important regularly to measure the height of clouds over homing stations. This requires uninterrupted functioning of the measuring equipment, for which purpose preventive maintenance operations are performed to ready it for operating in the cold season. In addition, the unit's weather service chief should conduct classes for the teams manning homing stations to teach the personnel how to properly measure the altitude of clouds and to perform visual surveillance of birds.

Preparation of the weather specialists for the fall and winter period receives special attention. Each officer receives from his commander in advance a list of problems which he must work out. A seminar is then conducted. Kazarinov pays close attention to each subordinate's ability to use computation methods for forecasting fog and low cloudiness. Daily computations using these methods are mandatory beginning on the 1st of September, regardless of the observable weather situation or of the training or intuition of the weather forecaster. This compensates to a considerable degree for the subjective "summer attunement" the weather specialists still manifest in their appraisal of a developing situation. Experience has shown that it is very useful to review with command, flight operation officers and weather forecasters materials produced by analyzing erroneous

weather forecasts made during the fall seasons of past years (it is rightly said that we learn from our mistakes).

The importance of competent and objective appraisal of the weather situation increases during the fall and winter period. It is a fairly difficult matter to produce a thorough and in-depth assessment. The commanders must possess a thorough understanding of the principles underlying aviation meteorology, the weather service's technical facilities and the capabilities of meteorology at the contemporary stage, and must have a certain amount of experience in working with aerosynoptic materials.

It is best for the commander and the flight operation officer to analyze the synoptic situation in the weather subunit, which contains all the necessary aerosynoptic materials and where the recording devices for the weather instruments are set up. They should have a regional weather map, as well as barometric topography charts for the two preceding periods, an aerological chart, information on the actual weather, aerial and radar weather reconnaissance information, a forecast chart covering the flight period and predictions of weather developments dangerous for aircraft, obtained by using computational methods.

In order not "to drown" in all this material, the commander (or flight operation officer) should adhere to a definite sequence. We believe the following assessment procedure to be the most practical. The officer first studies the last synoptic chart on his own. In the process, he gains an understanding of the general situation with respect to barometric systems and atmospheric fronts near the airfield and in the flight area and the weather resulting from them and compares the actual situation with what the synoptic weather compilers predicted in their weather report of the day before. After becoming familiar with the situation, the commander (or flight operation officer) begins making a detailed analysis of the weather situation. At this point it is useful to narrow the territory to be reviewed on synoptic charts in the subsequent analysis by determining the boundaries of the area (conditionally, we shall call it the area of influence) from which the air mass will arrive in the flight area during the forthcoming flying shift. The duty synoptic weather compiler makes the required computations in advance and the situation in the area of influence is entered on the final regional chart.

As he analyzes the weather situation the commander (or flight operation officer) learns the nature of the barometric field in the area of influence (cyclonic or anticyclonic), the existence of an atmospheric front therein and the type of front, the time at which it begins influencing the flight area and the nature of the weather in its zone.

For the first approximation, it is assumed that the weather in the airfield area will change under the influence of the air mass transfer in that sequence which is observed in the area of influence. In addition to the movement of the air mass, however, the changing of the weather is also

influenced considerably by the deepening or filling up of the depressions of cyclones, the intensification or dissipation of fronts, specific terrain relief features and properties of the underlying surface. These factors cannot only alter the speeds of transfer but can also considerably alter the nature of weather conditions in general. As he analyzes the weather situation, the commander or flight operation officer should therefore ascertain specifically, with the assistance of the duty synoptic weather compiler, the anticipated effect of each of the above factors upon it.

The task of the officers is one of determining possible deviations from the weather forecast compiled, together with the duty synoptic weather compiler, and of outlining measures to eliminate any negative effect on their part.

As he completes his assessment of the weather situation the commander (or flight operation officer) should have a clear picture of the process determining the weather near the airfield and in the flight area, how it will subsequently develop and what deviations are possible. He must also know the actual and anticipated weather near the airfield and in the flight area and the degree to which it conforms to the scheduled assignments and to the actual training level of the flight personnel.

The commander (or flight operation officer) and the duty synoptic weather compiler use the analysis of the weather situation to work out a plan of measures to insure the safety of impending flights with respect to weather conditions. Along with other measures, aerial and radar weather reconnaissance and final reconnaissance must be carried and the procedure must be defined for performing meteorological and ornithological observations at the airfield, including measuring the altitude of clouds above homing stations, as well as the procedure for obtaining information on the weather from alternate and other airfields.

During the flight shift, the commander (or flight operation officer) interacts closely with the duty synoptic weather compiler to monitor the weather near the airfield and in the flight area, regularly analyzes newly-arriving aerosynoptic information, organizes final weather reconnaissance and prior to each flight assesses the correspondence of actual weather conditions to the training level of the crew and to the tasks ahead of them. Therein lies the guarantee of successful fulfillment of the schedule and of flight safety.

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AKHROMEYEV DISCUSSES U.S. STRATEGIC WEAPONS POLICY

Moscow NOVOSTI DAILY NEWS in English 24 Dec 79 pp 1-6

[Text of NOVOSTI interview of Army Gen Sergey Akhromeyev, first deputy chief of the General Staff of the USSR Armed Forces: "What Is Behind the Pentagon's Concept of 'Strategic Sufficiency'"]

[Text] Question. What is the essence of the present-day American nuclear strategic doctrine? Judging by the statements of Western officials, the USA is banking on making a shift in its favour in the alignment of forces with the USSR. Is this conclusion connected with the nuclear doctrine of the Pentagon which is in effect now? Is this intention seen behind the concrete plans and moves of the US military leaders?

The analysis of the present US nuclear doctrine shows that underlying it is the concept of the so-called "strategic sufficiency." According to this concept, the American strategic nuclear forces are oriented to maintaining such quantitative and qualitative levels which would give the USA an advantage in strategic arms over the USSR and would enable it to work for attaining its foreign-policy goals from the position of strength in the event of any change in the international situation.

The American strategic forces are based on the idea of "a wide choice of the versions of combat use and of targets." From my point of view, this evasive formula actually means the USA's striving to be able to deliver preemptory nuclear strikes guaranteeing the destruction of the enemy or, at least, of its resistance potential.

This is not mere theory. The analysis of activities of US administration in the past few decades shows that such ideas have been continuously laid down into the programmes for building up strategic forces and polishing the methods to use them. The main stress in this field is being laid on the qualitative improvement of the so-called strategic "triad" of the USA.

First of all, it manifests itself in the equipment of the intercontinental land- and sea-based missiles with multiple warheads and in the buildup of the total number of the warheads, the number of delivery vehicles remaining unchanged. The USA has long switched from missiles with one nuclear warhead to missiles bearing fourteen warheads. While in 1970 the US

strategic forces could deliver about 4,000 warheads to the targets, at present, according to Defence Secretary Harold Brown, they can hit targets by 9,200 nuclear warheads simultaneously. Melvin Laird, the former Defence Secretary, tried to prove way back in the early 1970s that in the interests of strategic parity with the Soviet Union, the USA had to possess six times more warheads than the USSR. This is how the Pentagon chiefs interpreted (and many of them are interpreting now) the principle of equality and equal security.

Large-scale work on raising the accuracy of missiles is under way. The past few years have seen the improvement in the accuracy of the Minuteman-3 land-based missiles and the simultaneous doubling of their warheads' yield. This year, submarines carrying new Trident-1 missiles, whose accuracy is much higher than that of the Poseidon missiles which are being supplanted by the Tridents, have begun to be introduced in the US Navy. The Pentagon's plans for the 1980s provide for the adoption for service of new MX land-based missile complexes as well as the submarine-carried Trident-2 missiles, whose greater accuracy, combined with enhanced range and yield of warheads is certainly designed to hit crucial small-sized defended targets. The new type of the nuclear weapons delivery vehicles--long-range cruise missiles--are now being intensively developed in the USA. These missiles will have the accuracy measured not in hundreds but in several dozens of metres.

The enhancement of the viability of U.S. strategic weapons is considered as another direction in the Pentagon's efforts to reach a "sufficient" nuclear potential. This is the aim of the work on developing the MX intercontinental ballistic missiles as mobile systems and of the programme for setting up Trident-2, a new sea-based missile system. The considerable rise in these missiles' range, compared with the existing one, will extend the combat patrol areas of the Trident-2 submarines, which reduces the vulnerability of the nuclear weapons of this type.

In the conditions of quantitative equality in the total number of strategic delivery vehicles (as it is laid down in the SALT-2 treaty), by establishing the strategic offensive forces of greater accuracy, yield and viability, the USA is claiming superiority and making efforts to change the strategic situation in the world in its favour.

In other words, the Pentagon views "strategic sufficiency" as the quite clear "surplus" of the American nuclear potential compared with the forces of the other side.

This is sometimes stated quite frankly: witness, the speech made by Defence Secretary Harold Brown at the Senate committee in September. Most often, they do not speak about it openly but much fuss is made about the "Soviet military threat." Every day the US newspapers write about the alleged menacingly soaring Soviet nuclear potential which is about to exceed the American. The sole purpose of all these lies is to cover up and justify the Pentagon's desire to achieve the wanted "surplus."

I would like to note that the Soviet Union does not pursue the aim of gaining military advantage over the USA, but it cannot remain indifferent to the buildup of such arms by the United States and allow the existing parity of forces to be upset. This has been clearly stated by Leonid Brezhnev, the head of the Soviet state, who said: "In this case we would have to take necessary additional steps to strengthen our security. There is no other way out for us."

Question. You have mentioned some new strategic systems which the USA is creating in pursuit of "surplus." What is the linkage between this concept of the Pentagon and its intention to station the so-called "Euro-strategic" missiles in Western Europe?

Answer. The military leaders of the USA and other NATO countries are making many efforts to hide the true sense of what is going on now from inexperienced people in Western Europe and the USA.

It is being claimed that the new American medium-range missiles are not classified among the US strategic weapons, that they are medium-range but not strategic nuclear weapons. True, the new US delivery vehicles--the Pershings-2 and the cruise missiles which the USA is going to deploy in Europe have a range of 2,600 kilometres. But the Pentagon intends to deploy these arms in Western Europe, close to the frontiers of the USSR, and to aim them at targets in the Soviet territory. The accuracy of this weapon is very high. This will make it possible to strike targets on a considerable part of the Soviet territory--up to the Volga river. It comes out that the geography of the deployment of this weapon drastically changes its purpose and possibilities. With regard to the Soviet Union, it is becoming a strategic weapon.

It is common knowledge that the new nuclear missiles in Europe will be fully controlled by the USA, serviced by the American military personnel and used by decision of US President. So the USA will receive a new nuclear weapon whose combat qualities and location relative to the Soviet territory will enable it to use these weapons to accomplish its strategic tasks to the detriment of the security of the USSR and other socialist countries. The US military leadership does not even hide the purely offensive character of the new missiles.

US Defense Secretary Harold Brown has recently stated in no uncertain terms in his interview with a correspondent of the TRIALOGUE magazine that this weapon is highly accurate and viable and can ensure a breakthrough the Warsaw Treaty defences.

Seeking to achieve an advantage in the nuclear forces on the European continent, the Pentagon sharply increases the nuclear danger for the countries of both Western and Eastern Europe. Such moves automatically make one give thought to whether they are in line with the aims of the talks and agreements on limiting strategic offensive arms.

As usual, the USA is trying to justify the deployment of new nuclear weapons in Europe, in addition to the US forward-based weapons already stationed there, by the "Soviet threat." Efforts are being made to convince the US Congressmen, the West European MPS and the public in America and Europe that the Soviet Union has developed and deployed the SS-20 operational-tactical missiles and that the USA and NATO intend to station their big-range Pershing-2s and cruise missiles to counterbalance these weapons. But this idea is false because the decision to develop these weapons and to deploy them in Europe was nurtured as long ago as 1975 when no SS-20 missiles existed in the west of our country.

It is often claimed by Western political and military figures, among them American ones, that the Soviet Union possesses a nearly threefold superiority in medium-range nuclear weapons. These claims are completely groundless and they deliberately warp reality.

While making an objective assessment of the alignment of nuclear forces in Europe, it is necessary to take account of the fact that the NATO military organisation and the armed forces of France have medium-range nuclear delivery vehicles. We list among them land- and sea-based ballistic missiles, the bombers of the FB-111 type, the Vulcan B 2 aircraft and some other delivery vehicles. Furthermore, the US forward-based nuclear weapons in some NATO countries, such as the nuclear-weapon-carrier airplanes aboard the U.S. aircraft-carriers performing combat duty in the seas and oceans near Europe--the F-4 and F-111 aircraft--number about 800.

The range of all these weapons allows them to deliver nuclear strikes at targets lying deep in the Soviet territory. Their total number in Europe is about 1,100.

The Soviet Union has much fewer medium-range missiles and the assertions about our quantitative superiority in such weapons are false.

In connection with the deployment of the new US missiles in Europe I would like to quote the English proverb, "Free cheese can be found only in a mousetrap." The US missile nuclear weapons, which are being deployed upon the NATO countries by the Pentagon, are a trap for the European countries and peoples. Seeking for the ways to accomplish its strategic tasks and to gain military superiority, the USA is misleading the Europeans. In actual fact, the territory of their countries is becoming a launching site. While the USA will use it to accomplish its strategic tasks, the Europeans will eventually pay for this. In this case the United States will find itself, as it were, on the reserve players' bench because the Soviet medium-range delivery vehicles are not stationed in the countries lying near the USA and cannot reach the United States from the territory of the USSR.

It is also necessary to take into account the fact that the flight time of, say, the Pershing-2 missiles to targets on the Soviet territory is 4-5 minutes and the interval between the command to launch the missiles and their start is even shorter--1-1.5 minutes. It will be practically impossible to remedy the situation even if these missiles are launched

unintentionally, by mistake. The peoples of Europe will face this dilemma should the US medium-range missiles be stationed in the territory of the West European countries. And as experience shows, Americans sometimes make such mistakes.

Question. What will be the reaction of the other side if the USA and NATO implement their decision to deploy the new weapons in Western Europe?

Answer. It would be naturally naive to believe that the other side will indifferently watch the military preparations against it. The dangerous stepping up of the nuclear arms race in Europe in order to enable NATO to gain military advantage over the Warsaw Treaty member countries will impel them to take retaliatory measures.

Europe is glutted with nuclear weapons more than any other area in the world. It has long become imperative to seriously embark on reducing the level of the confrontation of the two main groupings of armed forces located here.

However, if the NATO countries, in defiance of common sense, turn Western Europe into a launching site for American strategic weapons, they will meet with a strong and telling response from the other side. This warning has been made by the USSR Minister of Defence.

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DECORATIONS AND AWARDS: TREATMENT IN PRESS CRITICIZED

Moscow ZHURNALIST in Russian No 9, Sep 79 signed to press 14 Aug 79
pp 56-58

[Article by Colonel Aleksey Khorev, KRASNAYA ZVEZDA editorial staff member and features and current affairs editor: "With Respect for the Award"]

[Excerpts] The Presidium of the Supreme Soviet of the USSR recently approved a general statute on the USSR's orders, medals and honorary titles. Government awards are one of the most important moral incentives to the development of the labor and social-political activity of Soviet citizens and to the effort to accomplish the tasks involved in building communism and to indoctrinate working people in the spirit of constant preparedness to defend the socialist fatherland. We publish here a journalist's notes on respect for government decorations and on how our colleagues are writing about them.

I have in front of me a photograph published on the first page of one of the newspapers last year. It shows a smiling, elderly man. The caption reads as follows: "Veteran of kolkhoz field operations, leader of the fourth combined team, holder of the Order of the October Revolution...." Three orders can be clearly seen on the left side of the veteran's chest: the Order of the October Revolution, the Order of the Patriotic War and the Order of the Red Star. Why was it that the caption read as though he held only one order? The editors, of course, would hardly be able to answer that question. They would in the same way be unable to justify the arbitrary arrangement of the decorations on the veteran's chest: according to the statute approved by the Presidium of the Supreme Soviet of the USSR and which has the force of law, the Orders of the Patriotic War and Red Star are to be worn, not on the left, but rather on the right side of the chest and not one below the other, but rather in a row....

That's what "slapdash" there is in the published photograph. I would most likely not have gotten onto this matter had there not also emerged the following circumstance: I was told that an incident roughly similar

to this had been discussed at one of the brief meetings for the editors that are called there to deal with urgent matters, but that it was considered a trivial matter "to which nobody pays any attention." Nor would I have begun to take up this matter if this instance of "slapdash" had been the only one. Even if it were, editorial staffs should still keep it in mind and discuss it. We meet with these and even more scandalous absurdities in the press in connection with mention of or stories dealing with government decorations so frequently that we could conceivably consider them among those inadvertent slipups from no one is immune. But it looks as though the situation is actually worse than that: many journalists have in general only a very vague idea of our award system. So vague, in fact, that in comparison with others, the example given above pales into insignificance. Some of our colleagues fail entirely to see the fundamental difference between an order, which is an award given by the government of the USSR for special services rendered in the cause of building communism or in the defense of the socialist fatherland, and some souvenir pin ordered by a group of enthusiasts from an independent artel on the occasion of one anniversary or another of local importance.

The great majority of badges like these are now made to make the collectors happy. The badges themselves would be no cause for objection and wearing them would be looked on as a matter of taste had there not suddenly developed this trend toward making them such that they resemble orders or medals (especially frequently the "Gold Star" of the Hero of the Soviet Union!) and wearing them on the chest in the same row with government decorations, or even above them.

Nobody would mistake the Komsomol badge or the badge worn by members of the Union of Journalists of the USSR, for example, for orders, because not by their size, their shape or their design do they pretend to be one. And nobody, incidentally, would wear two or three of them. People wear these souvenir badges in accordance with the principle of the more, the better, and frequently they actually hide the government decorations. From the ethical point of view, this is inconsiderate; from the legal, unlawful. On 13 May 1933, the Presidium of the TsIK SSSR [Central Executive Committee of the USSR] approved the "Instructions Concerning Procedures for Authorizing the Manufacture of Badges and the Manner In Which They Are To Be Worn," to orders or medals. Article 42 of the "General Statute on the Orders, Medals, and Honorary Titles of the USSR," which the Presidium of the Supreme Soviet of the USSR approved on 3 July of this year, declares no less categorically that "the institution and manufacture of pins and badges bearing an external resemblance to orders and medals of the USSR and badges worn in conjunction with the holding of honorary titles of the USSR."

The statute on orders and medals clearly specifies their place among other decorations. Journalists should in every possible way maintain the dignity of government decorations and come out for strict compliance with the manner prescribed by law of instituting and wearing badges. But they frequently get led around by the nose by people who are either indiscriminating or incompetent, either sly or conceited, who do not arrange the souvenirs on their chests without the calculated effect on the simpleminded.

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